

**AWM78**  
**Reports of Proceedings,  
HMA Ships and Establishments**

**HMAS ACUTE**

**Item number: 1/6**

**Title: June-August 1977**



AWM78-1/6



## DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS ACUTE

REPORT OF PROCEEDINGS 11<sup>th</sup> JUNE 1977

DNO RANK paid with visits to Geraldton, Dampier, NW Cape  
 + Camarvon. Paras 9 & 10 contain interesting remarks on  
 DGNOP FFV boarding operation. NOCWA covering letter is also  
 DCNS relevant p. 14/7

CNS

CNP

CNTS

DGLOG-N

CNM

DGSUP-N

PRLO-N

IADMIN-N

Devs may wish to congratulate the boat crew as command  
 favourably as a successful patrol to NOCWA 11/6/77

ACUTE certainly deserves a pat on the back and perhaps  
 it should come best from DNRG. 21/7

## Re NOCWA

- I do not entirely agree with para 21 - other  
 forms of training afforded by Anchorman &  
 competition with other Divisions will  
 continue to be important.
- I gather portable radios - new issue -  
 should be with us soon.
- I think no particular "B2" in this case.  
 I am not keen on damaged  
 bulwarks or on no lifejackets when  
 boarding - they certainly did well in

- NOTES:
- A. This copy is circulated so that Heads of Division  
 may see these reports soon after they reach  
 Navy Office. many respects
  - B. The report will be given again to Heads of  
 Division with Director's comments if there is  
 any matter of special interest in those comments. 22/7
  - C. Circulation lists numbers 2 and 3 are referred  
 to Directors and Heads of Section.
  - D. If any matter requires comprehensive treatment  
 or reference to another Branch a new file should  
 be raised, a suitable note being made above.

Para 8 is  
 not consid-  
 ered a  
 prudent  
 manoeuvre  
 considering  
 slow speed  
 limitations. A  
 launch transfer  
 more properly  
 belong to  
 with water hulls.





2

# ROYAL AUSTRALIAN NAVY

TELEPHONE: 39-1522  
IN REPLY QUOTE 1/16/4

HMAS LEEUWIN,  
P.O. BOX 58,  
FREMANTLE. W.A. 6160.

23 JUN 1977

Department of Defence (Navy Office),  
CANBERRA. A.C.T. 2600.

## HMAS ACUTE - REPORT OF PROCEEDINGS FOR PERIOD 1-11 JUNE 1977

Reference: R.I. Appendix 29A.

1. Forwarded.
2. This was a particularly well carried out and effective patrol. That the Department of Fisheries and Wildlife was extremely pleased with the results, is shown in the letter received from the Director which is attached at enclosure 2.
3. I concur strongly with the Commanding Officer's remarks at para. 21.
4. The lack of portable radios is a continuing problem. It is a matter of considerable embarrassment when Reservists have to provide private equipment in order to carry out a Service task efficiently.
5. Form ON103 is being rendered separately on the incidents reported in para 10. The feasibility of improving fendering is being investigated.

*N. A. Boase*  
(N. A. BOASE)  
COMMODORE

- ENCLOSURES: 1. Report of Proceedings.  
2. Director of Fisheries and Wildlife letter dated 17th June, 1977.

INFORMATION ANALYSIS  
DEPT OF DEFENCE  
JUN 30 00 28 '77

RECEIVED

DCNS  
A4-16

4442 ACUTE 4/8



Nav HMAS ACUTE MR

44-10  
DCH2

RECEIVED

JUN 30 08 56 '77

DEPT. OF DEFENCE  
INFORMATION ANALYSIS

CENTRE

ENCLOSURES: 5. Director of Properties and Mortgage Letter  
1. Report of Proceedings.

COMMODORE  
(M. V. BOVSE)

*[Signature]*

being investigated.  
Reported in para 10. The responsibility of improving tendering is  
2. Both ONJOZ is being tendered separately on the incidents

relieve task efficiently.  
have to provide private equipment in order to carry out a  
it is a matter of considerable embarrassment when Reservists  
4. The lack of portable radios is a continuing problem.

of para 51.  
2. I concur strongly with the Commanding Officer's remarks  
received from the Director which is attached at enclosure 5.  
extremely pleased with the results, is shown in the letter  
below. That the Department of Properties and Mortgage was  
5. This was a particularly well carried out and effective  
1. Forwarded.

Reference: H.I. Appendix 5A.

1877

HMAS ACUTE - REPORT OF PROCEEDINGS FOR PERIOD 1-11 JUNE

COMMODORE M.V. BOVSE  
Department of Defence (Naval Office)

53 JUN 1977

COMMODORE M.V. BOVSE  
P.O. BOX 28  
HMAS GERRARD

IN REPLY QUOTE 1/10/77  
TELEPHONE: 22-1255



ROYAL AUSTRALIAN NAVY

5



13th June, 1977

Naval Officer Commanding  
WEST AUSTRALIA AREA.

REPORT OF PROCEEDINGS - HMAS ACUTE  
June 1st-June 11th 1977 (ACT 1/77)

Sir,

1. I have the honour to submit this report of proceedings of HMAS ACUTE under my command from the 1st to the 11th June, 1977.
2. Though the RANR crew had mustered at 0800 on the 28th May, 1977, to assist with the RANTAU trials, the ship was still undergoing contractors acceptance trials and hence the crew was employed cleaning and generally getting the ship ready for sea until I assumed command five days later.
3. The Ships Company consisting of 4 RANR Officers and 17 RANR sailors joined ship at 0700 on June 1st to commence storing and ammunitioning. Mr. Colin Ostle, Special Investigator for the Dept. of Fisheries and Wildlife joined at 0900 and after obtaining a spare outboard motor from the Dept. of the Army, exchanging the faulty SOLAS transmitter with HMAS DIAMANTINA and returning the Mast Hydraulics to the contractors workshops the ship sailed from the Boatshed at 1545 to secure alongside H Shed in Fremantle Harbour by 1600.
4. Here the ship was further ammunitioned whilst an F.P.A. crane raised the mast. The contractor replacing a faulty compressor in the Wardroom Refrigerator finished his repairs at 2030 and the ship finally sailed from Fremantle at 2035.
5. Fine weather assisted in providing an uneventful passage to Geraldton during which time the watch and station bill was proved, fire and abandon ship exercises were carried out and the ship's company settled down to a sea going routine.
6. HMAS ACUTE secured alongside No. 1 berth Geraldton at 0827, June 2nd and commenced fuelling, which was completed by 1100. The ship sailed at 1300 on a northerly course which took it between 15 and 20 miles off the coast, a sharp lookout and radar watch being kept, however, no activity was observed in the area between 5 and 30 miles off the coast near Shark Bay.
7. During the forenoon of the 3rd June a defective main engine cooling fan reduced the ships operational speed by 30%, and the intended patrol of the D.F.Z. NE of the Monte Bello Islands between 0200 and 0800 of the following morning was abandoned hence ACUTE negotiated the Mary Anne passage to Dampier. The ship secured SST the Service Wharf at Dampier at 1525, 4th June, to commence fuelling and to replace the defective Fan motor. On completion leave was given to sailors NRFD until midnight.
8. HMAS ACUTE sailed at 0700 Sunday, 5th June, for the fishing grounds NE of the Monte Bello Islands and made its first sighting of a Taiwanese pair trawling outside the D.F.Z. at 0635. (Fishrep attached as Appendix A). Since it was assumed that the vessels would be reluctant to stop whilst trawling and would first of all bring the other vessel over to take both ends of the trawl it was decided to board the Lead vessel by bringing ACUTE alongside whilst the fishing vessel was underway.

.../2



9. It was estimated that the vessels were trawling at between 3 and 4 knots and due to ACUTE's minimum speed of 3.6 knots the manoeuvre was carried out mainly by starting and stopping the respective engines, however it was noticed that once the vessels were parallel the passage of water between them would force the bows apart hence a slight convergence had to be maintained as well. Besides the time it would have taken to land ACUTE's boat, which due to the rolling of the ship is hazardous enough, the stern trawlers encountered had fairly high sides with no access ladders and unless grappling irons were to be used no safe and easy transfer of a boarding party from the boat to the trawler could be envisaged.

10. However, the transfer of a boarding party in even ideal weather conditions is not without hazard; there was between 3 and 4 feet of vertical movement between the two ships and agility of the boarding party was important, furthermore since the trawlers were processing the fish before packing, offal was continuously thrown over the side and the presence of sharks was feared. Indeed quite a few seasnakes were sighted and a rifleman was closed up on the bridge hence it was considered that the horizontal distance between the two ships should be minimal for the boarding party not having to resort to jumping any further than absolutely necessary. This was almost achieved during the 18 alongsides to embark and recover boarding parties, however, on 2 occasions the rolling of the ships and the concern for my crew demanding a bold engine movement, caused ACUTE to bump against the extremely solid hull of the HAN KUO No. 1 and the YU KING No. 21 slightly denting both the port and starboard bulwork respectively and damaging the anchor as described in the XO's report attached as Appendix B.

11. The comments in Appendix B regarding a more substantial fendering system are fully endorsed and I consider that the boardings although causing some damage to the ship were all the more successful due to the speed with which they were carried out. The information retrieved from the radio shacks of the trawlers covered 8 pages of details of frequencies used, etc. plus the call signs of every one of the 162 pair trawlers in the Taiwanese fishing fleet.

12. Only one trawler appeared to have had enough time to hide and store away information in its radio shack and that was probably due to the trawler having stopped to recover its trawl. It took a fair amount of manoeuvring to finally bring ACUTE alongside as its wash appeared to move the trawler away and due to the rolling of the stationary trawler a much more cautious approach had to be made.

13. Portable communications with the boarding party is considered essential. As HMAS ACUTE is not equipped with this facility Mr. Ostle was requested to supply a walkie-talkie pair. Unfortunately these (SHARP) would not operate when required and a pair (TOSHIBA) which was borrowed by the PO LTC from his civilian employer were used successfully during the boardings. A requirement for these sets was mentioned in my R.O.P. dated 29.9.1974.

14. The last two boardings were carried out after sunset and since there were no more trawlers on the radar screen HMAS ACUTE set course for Dampier at 1925 after its boarding party had spent almost a total of 6 hours interrogating and the ship had steamed almost 400 miles during that Sunday. *Shore side*

15. At 0655 next morning ACUTE weighed anchor to come alongside SST the Service Wharf at Dampier to take on fuel on completion of which the ship sailed for Barrow Island at 1034. The southern channel to the anchorage off Wapet Landing was negotiated with caution and the ship came to anchor at 1615 on 6th June.

.../3



Leave was given to sailors NREDF and a challenge for a game of volleyball by the management of WAPET was accepted and five games were played that evening followed by the usual hospitality previous reserve crews have always enjoyed on that island.

16. Eighteen members of the ships company enjoyed a guided tour of the island next morning and the ship weighed anchor at 1145 to proceed via the northern channel to Exmouth Gulf. On passage POMTP CULHANE developed a gastric upset and arrangements were made for a vehicle to meet the ship when it came to anchor 2 cables off the NAVCOMSTA jetty at Pt. Muret. The XO who had knocked his already grazed leg accompanied the PO to the sickbay and on their return at 1930 leave was given to sailors NREDF.

17. An invitation for up to 10 civilian and defence personnel to sail next day on ACUTE for an afternoon's small arms shoot was extended. This event was cancelled due to lack of response and as the anchorage was becoming increasingly exposed to the NW sea the ship weighed anchor at 1300 to proceed directly to Carnarvon arriving at anchor south of the main jetty at 0500, 9th June.

18. The Carnarvon pilot boarded at 0800 and ACUTE negotiated the channel into the fishing boat harbour to refuel. Various minor defects were rectified with the aid of P.W.D. staff and at 1530 a party of 15 Naval Reserve Cadets came on board. (A list of work completed by ships staff is attached as Appendix C)

19. HMAS ACUTE then proceeded out of the Fishing Boat harbour without the aid of a pilot to demonstrate to the NRC's on board the rocket flares, the .5 Browning M.G. and each Cadet was given a turn at the wheel and allowed to fire the SLR. Since the berth at the fishing boat harbour was only available for refuelling the ship berthed alongside the main jetty at 1809 to disembark the cadets. The berth being very exposed to the NW swell, the ship sailed immediately Libertymen came on board at 2340 and proceeded directly to Fremantle securing alongside the Boatshed at 0805 where hands turned to to destore and de-ammunition ship. The RANR crew was dismissed at 1200 June 11th completing ACT 1/77.

20. Morale amongst the ships company was the highest ever experienced, the enthusiasm and comradeship was very apparent and can only be explained to be due to a sense of achievement felt by the entire crew in having not only completed a worthwhile fishery surveillance patrol but of actually getting the ship to sea which only 2 weeks earlier looked almost an impossibility when first they arrived at the Fremantle Fishing boat harbour.

21. On reflection it is respectfully submitted that although the forthcoming Anchorman exercises will play a very important role in evaluating each reserve establishments efficiency in training patrol boat crews and perhaps even instill a feeling of competitiveness amongst the Port Divisions of the Australian states the knowledge of having carried out a job to its actual completion, whether it was a hydrographic survey, a recovery of Museum relics or a fisheries patrol will always remain more satisfying to every crew member on board.

Appendix A - Fishrep

Appendix B - XO's report leading to collisions

Appendix C - List of work completed by RANR crew

Appendix D - Cruise Statistics

I have the honour to be  
Sir,  
Your obedient servant



(O PELCZAR)

LIEUTENANT COMMANDER RLEX



ANNEX A - FISHING

A.A.

- |    |           |   |
|----|-----------|---|
| 1. | HOU CHUEN | numbers 1 & 2 Reg. Nos. CT6 0561/0562   |
| 2. | HWA KUO   | numbers 1 & 2 Reg. Nos. CT6 0351/0352   |
| 3. | TUNG MAO  | numbers 1 & 2 Reg. Nos. CT6 0391/0392   |
| 4. | YU KING   | numbers 21 & 22 Reg. Nos. CT6 0538/0539 |
| 5. | FLORY     | numbers 1 & 2 Reg. Nos. CT6 0531/0532   |
| 6. | TAI FA    | numbers 1 & 2 Reg. Nos. CT6 0410/0411   |
| 7. | HUON YE   | numbers 11 & 12 Reg. Nos. CT6 0600/0601 |
| 8. | HOU CHUEN | numbers 11 & 12 Reg. Nos. CT6 0563/0564 |
| 9. | TUNG YING | numbers 11 & 12 Reg. Nos. CT6 0414/0415 |

ALL TAIWANESE

A.B. ITEMS 1 and 8 of Ref. A.A. were side Trawlers.  
All others stern Trawlers with wheel Houses forward.

BA.

- |    |          |             |
|----|----------|-------------|
| 1. | 20° 17'S | 115° 50' E. |
| 2. | 20° 00'S | 115° 45' E. |
| 3. | "        | "           |
| 4. | 19° 50'S | 115° 45' E. |
| 5. | 19° 57'S | 116° 27' E. |
| 6. | 19° 57'S | 116° 37' E. |
| 7. | 20° 02'S | 116° 40' E. |
| 8. | 19° 22'S | 116° 37' E. |
| 9. | 20° 00'S | 116° 33' E. |

BB. All Vessels clear of D.F.Z.

DA.

- |    |           |
|----|-----------|
| 1. | 04 2350 Z |
| 2. | 05 0057 Z |
| 3. | 05 0205 Z |
| 4. | 05 0350 Z |
| 5. | 05 0720 Z |
| 6. | 05 0840 Z |
| 7. | 05 0930 Z |
| 8. | 05 1003 Z |
| 9. | 05 1045 Z |

EA. Vessels were trawling in pairs at about 3 knots.

EB. Lead vessel of each pair was boarded and the Captain warned of the relative Fisheries Law.

EC Nil



ED.

1. ARRIVED 2.6.1977      Catch - 620 Boxes
2. Built 1972. Owner - China Ocean Enterprises Co. Kaohsiung.  
Arrived NW coast 1.6.1977, leaving about 3.7.1977.  
Catch about 400 boxes. Captain Shou Wen Shyong
3. Built 1973. Owner - Tung Mao Ocean Enterprises Co.  
Arrived about 2.6.77, leaving about 16.7.77.  
Catch about 300 boxes. Captain Yen Pi Kai
4. Built 1974. Owner - Yu King Ocean Enterprises  
Arrived 12.5.77.  
Catch about 6000 Boxes. Captain Chou Chen Ching.
5. Built 1974. Owner - Glory Fishery Co.  
Arrived 17.5.77, leaving 12.6.77  
Catch about 7000 boxes. Captain Pan Ming Shyong
6. Built 1973. Owner - Tai Fa Fishery Co.Ltd.  
Arrived 10.5.77, leaving 5.7.77  
Catch about 5200 boxes. Captain Lee You Tu.
7. Built      . Owner - Mao Howa Shiu-Houn Ye Fishing Co.  
Arrived 17.5.77, leaving 30.6.77  
Catch about 3000 boxes. Captain Keh Kuei Ho.
8. Built 1974. Owner - Hou Chow Fishing Co.  
Arrived 21.5.77, leaving 5.7.77  
Catch about 2878 boxes. Captain Juang An Chuan
9. Built 1973. Owner - Tung Ying Ocean Enterprises  
Arrived 2.6.77, leaving 13.7.77  
Catch about 200 boxes. Captain Kuo Chin Ting.

All catches consisted of Grinnners Butterfly Bream, 7 species,  
Sweet lip, Goat Fish, Red Bulls Eyes, Cuttle Fish, Squid, Trevally,  
Shark and Large Ray Flaps, Yellow Tail.

Some vessels were packing small snook in special 10 Kg packs.

Information gathered indicates a further 7 pairs on the coast at  
this time.

FA.    No.



ANNEX B.

Monday, 6th June, 1977

TAIWANESE FISHERMEN BOARDINGS

HMAS ACUTE sailed from E side of service wharf Dampier at 0300 on 5.6.77 and proceeded to last sighting of Fishermen.

First sighting shortly after sunrise disclosed HOU CHUEN No. 1 pair trawling in 20° 17'S 115° 50' E (outside D.F.L.)

A boarding party which included Mr. Colin Ostle, Fisheries Department special investigator, First Leut., Sub.Leut., Ldg.Smn, and two AB's armed with 9 mm pistols boarded HOU CHUEN No. 1 an older type fishing boat with Focsle, Poop and Waist. The boarding was effected by HMAS ACUTE manoeuvring to facilitate jumping from one ship to another.

The first Leut, interrogated the Captain, the Sub.Leut. the Radio Officer and the Fisheries Inspector inspected the freezer and catch.

The call signs and positions of all other trawlers was obtained on this first boarding.

In succession HWA KUO No. 1, Capt. SHEU WEN SHYONG, TUNG MAO No. 1. Capt. YEN PI KAI, YU KING No. 21, Captain CHOU CHEN CHING, GLORY No. 1. Capt. PAN HING SHYONG, TAI FA No. 1, Captain LEE YOU TU, HOUN YE No. 11. Capt YEH KUEI HO, HOU CHUEN No. 11, Capt. JUANG AN CHUAN and TUNG YING No.11. Capt. KUO CHIN TING, were boarded and similar interrogations carried out.

After the first boarding the party was reduced to include only <sup>one</sup> AB.

This reduced the time required alongside while still affording the protection of one roving member of the boarding party.

The later type of Fishing boat with Stern ramp was easier to board having a high Focsle and Poop.

After the first boarding the personnel all wore Life jackets and carried holstered pistols armed and with one spare magazine.

The boardings were unopposed and generally the atmosphere was amiable and the fishermen co-operative.

The production of the Indonesian Sailing Permit made interrogation easier and in all but one case this permit was sighted.

Much information beyond the actual requirement was obtained and the ships company gained valuable experience and the fishermen knowledge that their operations were observed and recorded.

No casualties or injuries were incurred although at times the rolling of HMAS ACUTE and the sea and swell experienced made this a very fortunate occurrence.

This manoeuvring alongside necessitated bold and powerful engine movements and only twice did HMAS ACUTE sustain a bump. Once, the anchor was bent and the Starboard bulwork dented, and another time the Port bulwork was slightly set in.

All the accumulated information has been given to the Dept. of Fisheries Special Investigator who has pronounced himself satisfied with the role of HMAS ACUTE in the operation.

I should recommend that a permanent rubbing strake or some effective temporary fendering be provided for future similar operations to protect the ship and ease the burden of the Command.

.....  
(G.HAIN)

EXECUTIVE OFFICER



### ANNEX C

#### WORK COMPLETED BY SHIPS STAFF A.C.T. 1/77

1. Rewired switches in Nav.lights
2. Replaced Engineroom air supply fan
3. Replaced Aircon. No. 1 air supply fan
4. Repair Aft sullage tank probe and rewire control box.
5. Replace For'd sullage tank motor rotor bearing
6. Jury rig For'd anchor light
7. Jury rig Aft stern steaming light
8. Fitted new N.U.C. lights
9. 12 Litres of distilled water added to G.S. bank of batteries
10. Refitted covers to all fluorescent fittings
11. Fitted Wheelhouse tachometers
12. S.R.E. in Aft Mess rewired
13. Several faults on Radar fixed.
14. Completely overhaul Stbd.D/G saltwater pump
15. Completely overhaul Junior Rates heads pump
16. Overhauled 2 hot and 1 cold water taps
17. All three heads sea valves tightened as all were found to be leaking
18. Stopped several fuel leaks on Stbd.M.E.
19. Strip G.S.Pump and repair pump drive shaft.
20. Reweld F.W.pump suction lines between main isolating valve and pump
21. Resealed For'd emergency escape hatch
22. Repair For'd upper bunks safety rails.

#### DEFECTS STILL OUTSTANDING

1. Sound tube screw caps on Stbd oil and No. 6 fuel tanks thread bound
2. For'd heads require pump overhaul
3. W tapcooler to be re-secured to bulkhead
4. Re-sort batteries into correct sequence re 14A--14R, 15A--15R, 16A--16R
5. New diesel dip tape required.
6. G.S.pump suction gauge to be recalibrated
7. Stbd R.U.T. gauge to be recalibrated
8. Engineroom escape hatch to be resealed.
9. No. 2. A.C. unit requires a new fan impellor
10. Several bunks in Junior Rates Mess have been fitted back to front, and safety straps cannot be used.
11. Port Flying bridge seat adrift
12. Stbd weather deck light fitting u/s
13. For'd sullage pump has no automatic control.
14. S.R.E. Officers cabin has no speaker
15. S.R.E. Captains cabin has no line transformer.
16. S.R.E. distorted on radio
17. Voltage control on Port D/G will not rise above 240V
18. Intermittent fault on Radar gen-motor control unit (low out-put)
19. Radar spoking
20. Radar headline will not track during high speed manoeuvres
21. Port M.E. Pyropress not working. (starting on emergency)
22. Intermediate signalling lantern has no globe.
23. Stbd D/G water discharge hose leaking
24. Engineroom writing desk is falling apart
25. Port lube oil tank gauge not indicating
26. For'd emergency escape hatch to be re-sealed.
27. Junior Rates Lobby doors (3) do not close properly
28. New heads pump required in Junior Rates heads
29. New Punks Louvre required in Junior Rates Mess.
30. Deckhead lining missing Portside For'd Junior Rates Mess
31. Wooden Ductboards required in all shower recesses
32. Galley Supply Fan tripping breaker



APPENDIX D

Distance steamed            1889.6 miles

Total time underway - 5 days and 18 hours





DEPARTMENT OF  
FISHERIES AND WILDLIFE

Commodore N.A. Boase  
Commanding Officer  
WESTERN AUSTRALIAN AREA

108 Adelaide Tce., Perth,  
Western Australia. 6000,  
Telephone 25 5988

Telegraphic Address:  
Fishfaun, Perth.

Your Ref:.....

Enquiries..... Ostle.....

Our Ref:.....

Sir,

The success of the recent fisheries exercise during the patrol by "HMAS ACUTE" to the North West Shelf Trawl grounds has prompted me to extend my sincere appreciation for the availability of the vessel and the dedication and enthusiasm shown by the officers and crew.

You are no doubt aware two Government committees have been formed recently, one, the Fisheries and Allied Industries Committee at State level, the other being a sub-committee of the Australian Fisheries Council at Commonwealth level. Both are to investigate the potential of the proposed inclusive 200 mile economic fishing zone.

To enable accurate assessment to be made for Government these committees are placing great emphasis on the need for concise information on the Fisheries and present levels of exploitation in the proposed zone.

Australian Naval Patrol Boats are the only facilities available to gather the indepth on site information that is required urgently on resources that are being exploited by foreign interests.

The patrol just completed has provided information on the following:-

1. The total composition of the Taiwanese Trawler Fleet in 1976.
  - i. Seasonal movements of vessels in this fleet.
  - ii. Locations of other trawl areas wanted by these vessels.
  - iii. Catch and its composition of vessels boarded.
2. Comments on seasonal abundance of certain species of fish and the various North West Trawl grounds worked by these vessels.
3. Papers on previously unknown research works carried out by the Taiwanese on the ground off our coast.

.../2



- 2 -

4. Radio frequencies, call signs, code signals and other relevant information on the radio communications used by this fleet.

It is hoped that the continuing high level of co-operation between the Department of Navy and my officers will lead to future successful patrols in this area.

Yours faithfully

*Bob Bowen*

DIRECTOR

June 17, 1977  
CO/KW



File Number

N 428

3

2289

DETAILS OF INFORMATION  
ANALYSIS

Security Classification

RESTRICTED.

\*NOTE: Please print all entries clearly.

## REGISTRATION

Title REPORT OF PROCEEDINGS - HMAS ACUTE - 1/11TH  
JUNE 1977.Mark to DCNS  
(Name or Designation)A4-16.  
(Location)

Cancel File No ..... and inform Movements Section.

Close File No .....

Cross reference this file with: .....

## SUBJECT INDEX

Posting	Precis	Initials
R24.2	As Asone.	

## NAME INDEX

Heading	Precis	Initials
HMAS ACUTE	a/a	

## LOGGING

Originator	Originator's Reference	Date	Initials
HMAS LEEUWIN. FREMANTLE . W.A.	1/16/4	23, 6, 77	

Information Classifier

E. J. Thomas.  
(Signature)4, 7, 77.  
(Date)



DEPARTMENT OF DEFENCE (NAVY OFFICE)

File: 428/3/2661

Report of Movements DEC '76 - DEC '77

HMAS

ACUTE

REPORT OF PROCEEDINGS 30 JUL / 13 AUG 77

DNO Report of an RANR patrol in July/August 77 with a visit  
DCNS to Monte Bello Is. for radiac survey. Covering letter gives  
CNS a summary of movements during the year. p. 26/1

DGNPP 31/1

CNORP 1/2/78

CNP

CNTS

DGLOG-N 7/2

CNM 9/2

DGSUP-N 10/2

PRLO-N 16/2

IADMIN-N 17/2

HISTORIAN

- NOTES:
- A. This copy is circulated so that Heads of Division may see these reports soon after they reach Navy Office.
  - B. The report will be given again to Heads of Division with Director's comments if there is any matter of special interest in those comments.
  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Section.
  - D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.





RESTRICTED

ROYAL AUSTRALIAN NAVY

TELEPHONE: 339 1522

IN REPLY QUOTE 1/16/4

Office of the  
Naval Officer Commanding  
West Australia Area  
HMAS LEEUWIN  
P.O. BOX 58  
FREMANTLE WA 6160

11 JAN 1978

Department of Defence (Navy Office)  
CANBERRA ACT 2600

Attention: Chief of Naval Staff

HMAS ACUTE - REPORT OF MOVEMENTS AND REPORT OF PROCEEDINGS

Reference: A. R.I. Appendix 29A, para 12.  
B. The Commanding Officer HMAS LEEUWIN 1/16/4  
dated 23rd June, 1977.

1. It is regretted that the monthly movements of HMAS ACUTE have not been reported since November 1976.

2. A tabulated statement of movements follows:

DATE	USED BY	REMARKS	MONTHLY DISTANCE RUN	MONTHLY HOURS RUN
2/12/76	RAN	Gun Function Trial		
3-5/12/76	RANR	SASR Exercise		
December 1976			128.5	15.19
29-30/1/77	RANR	RANR Training		
January 1977			201.7	17.06
11-13/2/77	RANR	RANR Training		
18-20/2/77	RANR	Exercises with MCMV's		
February 1977			336.6	27.15
March 1977			NIL	NIL
April 1977			NIL	NIL

DCNS - Bldg A

RESTRICTED

.../2



14 MAR 1978  
NSLCP 1031

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JAN 16 11 51 '78

DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE

18-30/5/77  
11-13/5/77  
19/5/77  
28-30/4/77  
December 1976  
2-2/15/76  
5/15/76

NAVY  
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DATE USED BY REMARKS  
DISTANCE MONTHLY  
HOURS MONTHLY

A tabulated statement of movements follows:  
ACUTE have not been reported since November 1976.  
It is regretted that the monthly movements of HMAS

dated 23rd June 1977.  
B. The Commanding Officer HMAS GERRARD 1/10/77  
Reference: A. B.I. Appendix 3A, Para 15.

PROCEEDINGS  
HMAS ACUTE - REPORT OF MOVEMENTS AND REPORT OF

Attention: Chief of Naval Staff

NAVY ACT 2000  
Department of Defence (Naval Office)

11 JAN 1978

BRISBANE WA 6100  
P.O. BOX 28  
HMAS GERRARD  
Naval Officer Commanding  
Office of the

ROYAL AUSTRALIAN NAVY

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.../2

31/5/77	RAN	Post Refit Sea Trials		
May 1977			60.5	6.18
1-11/6/77	RANR	ACT 1/77		
June 1977			1895.2	137.07
25/7/77	RAN	Compass Swing		
30-31/7/77	RANR	ACT 2/77		
July 1977			437.8	34.28
1-13/8/77	RANR	ACT 2/77		
24/8/77	RAN	Scatter Ashes		
27-18/8/77	RANR	RANR Training		
August 1977			2699.5	194.16
2-4/9/77	RANR	RANR Training		
10-11/9/77	RANR	RANR Training		
12/9/77	RAN	HMAS MORESBY Sea Inspection		
18/9/77	RANR	RANR Training		
September 1977			482.8	48.28
14-15/10/77	RANR	RANR Training		
22-23/10/77	RANR	RANR Training		
28-29/10/77	RANR	RANR Training		
October 1977			245.8	22.05
28-30/11/77	RAN	SASR Exercise		
November 1977			136.9	11.14
1-2/12/77	RAN	SASR Exercise		
12/12/77	RAN	Scatter Ashes		
December 1977			126.74	11.24

3. Report of Proceedings for ACT 1/77 was forwarded under cover of reference B. A report of Proceedings for ACT 2/77 is forwarded herewith.

Encl.

RESTRICTED

*N. A. Boase*  
(N. A. BOASE)  
COMMODORE





## ROYAL AUSTRALIAN NAVY

TELEPHONE:

RANR Office  
HMAS Leeuwin  
FREMANTLE 6160

IN REPLY QUOTE

15th August 1977

Naval Officer Commanding  
West Australia Area

### REPORT OF PROCEEDINGS OF HMAS ACUTE ACT 2/77 - 30TH JULY - 13TH AUGUST

Sir,

I have the honour to report the proceedings of HMAS Acute under my command for the above period.

The ship was manned in accordance with ANO412, and ship's company was made up of three RANR officers, 17 RANR sailors and one PNF ABETP, giving a total complement of twenty one.

The training course to North West waters was to cover all facets of RANR training, in addition to fisheries surveillance co-operating with State X-Ray Laboratories in a ~~radac~~ survey of the Monte Bellos Islands and with the Customs Department in exercise Vamp also to cover the Monte Bellos Islands.

The ship's company joined on Saturday 30th ~~April~~ <sup>July</sup> at 0800H and on completion of storing and fuelling, the ship proceeded for Geraldton, casting off from HMAS Leeuwin Boat Shed at 30 1400H. The overnight passage to Geraldton was made in excellent weather conditions, which were to prevail for several days, arriving at Geraldton 31 0800H. After refuelling the ship proceeded at 1100H for Port Hedland, a passage time of two and a half days.

This passage was uneventful until the evening of Tuesday, 2nd August, when two Taiwanese Trawlers were sighted at 2100H pair trawling between the Monte Bellos Islands and Cape Legendre. They were identified at 20°-18'S 116°-19'E as the

No11 MAO HUNG CT6-0491  
No12 MAO HUNG CT6-0492

The FFV's were a new type, apparantly of new construction of approximately 450 Tons, superstructure forward and with bulbous bow.

HMAS Acute berthed at No. 1 Wharf Port Hedland on Wednesday, 3rd August at 1000H. The Sub-Collector for Customs, Mr. N. Dolton met the ship on arrival. Some equipment problems had been experienced on the passage North including radar failure, malfunctions with the ANURC58 and one air-conditioning unit. The Sub-Collector had arranged for civil contractors to board and rectify faults.

../2



Whilst at Port Hedland, Mr. Colin Ostle, a Fisheries Inspector with the State Fisheries Department joined the ship and was to remain on board for several days. Repairs to the radar were successful and the ANURC58, however the air-conditioning unit still failed to operate effectively. After completing bunkering, the ship sailed from Port Hedland en route for Broome at 03 1430H.

At 03 2000H radar contacts showed several pairs of presumed FFV's at 18 miles. At 03 2135 the first pair were identified as:

No. 101 HSIN HO CHUNG CT6-0343

No. 102 HSIN HO CHUNG CT6-0344

POSITION 19°10'S 119°21'E

Both vessels were boarded whilst underway at 03 2150H, the boarding party being led by LCDR Hill and accompanied by Mr. C. Ostle. During the night several more FFV's were successfully boarded in the following order and positions:

03 2336H J1H LONG 11 CT6-0498

J1H LONG 12 CT6-0499

POSITION 19°01'S 119°30.5'E

04 0120H No. 2 HUNG CHOU CT6-0450

No. 1 HUNG CHOU CT6-0449

POSITION 19°20.5'S 119°34'E

04 0345H YU TAI No. 2 CT6-0413

YU TAI No. 1 CT6-0414

POSITION 19°18'S 119°38'E

No further contacts being made the ship proceeded on course to Broome.

The boarding parties in conjunction with Mr. Ostle, gathered considerable information regarding call signs, operating frequencies, operating times, catches, fleet registration names and numbers including most of their positions. This was achieved by engaging the master and radio operator in questioning in the wheel house whilst the radio office was searched. Those FFV's which had not fished off this coast before were somewhat apprehensive on our approach and boarding. However, once our intentions were made clear, with the help of some fresh fruit, all masters were extremely co-operative. All were quite happy for Mr. Ostle to inspect their trawls and refrigerated holds and to take measurements and samples of fish caught.

The earlier part of the nights activities had been carried out in ideal conditions, and no difficulties were encountered bringing the ship alongside moving or stationary FFV's. However, by 0400H on the morning of Thursday, 4th August, sea conditions began to deteriorate rapidly and by 04 0600H, a strong wind was blowing from the North East force 5. By 1100H, seas were very rough with an estimated force 7. These conditions prevailed almost until the ship's arrival at Broome that evening at 04 1730H.



The ship secured alongside No. 1 Berth and leave was granted to two watches. During the passage to Broome, CPO J. Jackson fell heavily in the rough weather, and on medical examination and X-Ray at Broome District Hospital, was found to have fractured two ribs. Form PM 278 is attached with relevant information. (Ref. R & J Article 1624)

Friday, August 5th, saw an abatement in the weather conditions, the ship slipped from Broome Jetty at 0915H and proceeded to sea en route to Dampier. After an uneventful passage overnight, the ship secured alongside the Service Berth at Dampier at 1245H, Saturday 6th August.

On arrival we were met by the Sub-Collector for Australian Customs, Mr. Allan Love. During the afternoon a tour had been arranged for sailors of Dampier and its installations by Mr. W. Joiner of Hamersley Iron. Leave was granted to two watches for the Saturday evening.

On the Sunday morning, the following personnel joined the ship:

Australian Customs:	Mr. Allan Hogg
	Mr. Ian Llewelyn
State X-Ray Dept.:	Dr. Bruce Hartley
	Mr. Ray Murrell

Once all equipment had been embarked, the ship sailed from Dampier at 07 0715H for the Monte Bellos Islands, arriving at the inner lagoon and anchoring in 40 feet of water at 07 1200H. During the passage full power trials were carried out from 0830H to 0930H, Form T.S. E8B is attached.

On arrival at the Islands, we were met by Mr. Ted Ingram, Island Superintendent of Barrow Island, (West Australian Petroleum) with the Company 34 ft. launch. His services and the use of the launch proved invaluable over the next two days. A camp was established on Trimouille Island including a ten man tent for the two Customs Officers, two Radiologists plus three sailors from Acute who were detailed to assist.

At 0930 on Monday 8th August HMAS Acute weighed anchor and proceeded to Barrow Island. En route a search to seaward was carried out but no sightings were made in the vicinity of the Islands.

The ship anchored off the WAPET landing in 28 ft. water at 08 1400H.

During the afternoon some 20 WAPET personnel were shown over HMAS Acute whilst 2 watches were taken on a conducted bus tour of the Barrow Island oil fields. That evening the majority of the ship's company were guests of WAPET for dinner. Following dinner, several competitive games of volley ball, table tennis, etc. followed. The winners on either side being somewhat doubtful. All hands returned to the ship at 2330H.

In perfect weather conditions the ship weighed anchor at 09 0700H and proceeded to sea to return to the Monte Bellos, arriving at 1000H the same morning, anchoring in the inner lagoon. It is interesting to note that there is sufficient



depth of water in the main entrance channel, even at low water, for a Patrol Boat (minimum depth 20 feet) to safely enter the inner lagoon. By 1600H on the afternoon of Tuesday 9th August all equipment and personnel had been embarked from Trimouille Island, the ship weighed anchor at 1730H and proceeded to the outer lagoon anchoring at 1755H. Whilst in the area, a full 40/60 shoot was carried out to seaward.

At 2130H HMAS Acute weighed anchor and proceeded to sea en route to Damper, via Cape Legendre. During the evening a further four FFV's were identified but were trawlers which had been reported earlier.

The ship secured alongside the Service Wharf at Dampier on Wednesday 10th August at 0700H. After disembarking Customs Officers and the State X-Ray party, the ship refuelled and slipped Dampier Wharf at 1130H.

After an uneventful passage South, HMAS Acute secured alongside Geraldton Wharf at 1030H on Friday 12th August, being met on arrival by the Sub-Collector of Customs, Mr. M. Metcalfe.

HMAS Acute slipped from Geraldton Wharf on Friday 12th August at 1715H and proceeded to sea into strong North Westerly winds and seas. The weather forecast was for strong winds and rough seas from the North West. To maintain the ship's timetable and in light of the fact that the weather was from this quarter, the ship sailed in these conditions. After a rough passage clearing the Geraldton area, the ship turned Southward with the seas astern and a comfortable passage<sup>was</sup> experienced overnight in spite of the adverse weather conditions.

The ship secured alongside HMAS Leeuwin Boat Shed on Saturday 13th August 0830H completing the ACT.

Generally, the appearance of the ship is good with some minor external paint work being required.

The overall performance of HMAS Acute during the ACT was extremely good. A series of minor mechanical faults were overcome whilst underway. The 975 Radar was virtually inoperative during the first few days at sea due to an intermittent electrical fault. This was successfully rectified in Port Hedland. However, the air conditioning unit to the forward living spaces is still inoperative and this made conditions extremely uncomfortable in the very warm tropical conditions for several days. The watertight doors of the wardroom and wardroom lobby still present a serious watertight integrity problem as they both allow a considerable amount of water into these spaces during heavy weather, much of which finds its way to the lower deck.

The morale and conduct of the ship's company was excellent. The one PNF sailor on board, AB ETS D. Lawson, performed his duties in a very efficient and seamanlike manner and was an asset to the ship's company.



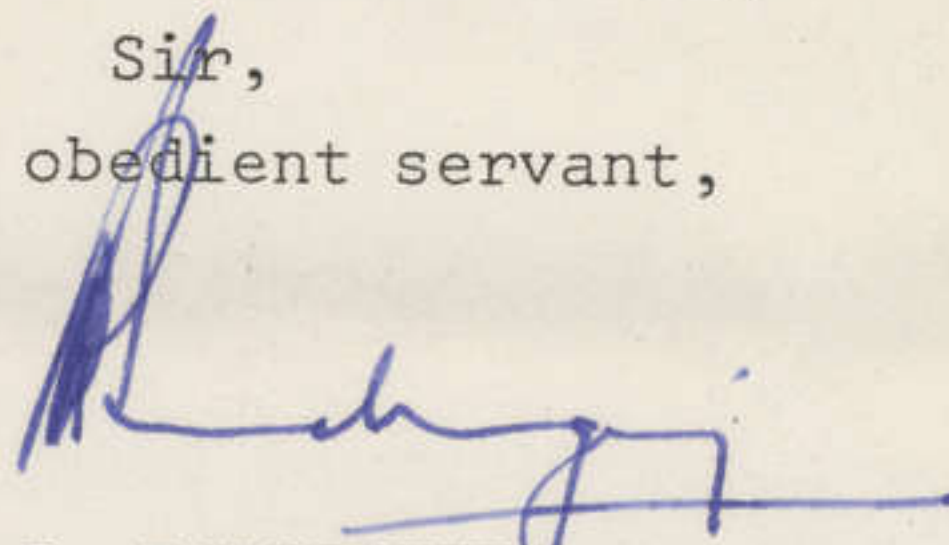
The ACT covered some 3000 nautical miles steamed. Much variety in training and several periods of high activity gave the Reserve sailors a sense of having accomplished something well worthwhile.

Attached Appendix 'A' giving cruise statistics.

I have the honour to be,

Sir,

Your obedient servant,

A handwritten signature in blue ink, appearing to read 'R.P. Rodriguez', with a long horizontal flourish extending to the right.

(R.P. RODRIGUEZ)  
COMMANDER RLEX  
COMMANDING OFFICER



APPENDIX 'A'

(1)	Distance Steamed	3003.2 NM
(2)	Hours underway	207 Hrs. 45 Mins.

FUEL CONSUMED

47,200 Litres



MAIN ENGINES FULL POWER TRIAL1 HR AT 1350 RPM

ITEM	DETAIL HEADING	READING				AUTHORITY/ REFERENCE			
		DESIRED	READ.	A	C		T	U	A
A.	Number of Main Engines in use.			P S	P S	P S	P S		
B.	Average R.P.M.			1356	1350	1350	1350		
C.	Maximum R.P.M.			1350	1350	1350	1350		
D.	Number of Generators in use			1 {SB	1 {SB	1 {SB	1 {SB		
E.	Load on Generators			120A 20KW	110 21	115 21	118 22		
F.	Auxiliary Machinery Running			NIL	FO/PP 5 MINS	FO/PP 10 MINS	FO/PP 7 MINS		
G.	Estimated Speed			22.2	22.2	20	21.2		
H.	Months out of Dock.								
I.	Draught For'd/Aft			5.6	5.6	5.6	5.6		
J.	Wind Force/Direction			P 2 SSE	P 2 SSE	P 2 SSE	P 2 SSE		
K.	Sea State/Temperature			17	17	17	17		
L.	Z.F. Gear Box Lub. Oil Pressure Filter Inlet			P 55 S 57	P 55 S 57	P 55 S 57	P 55 S 57		
M.	Z.F. Gear Box Lub Oil Pressure Filter Outlet			P 25 S 25	25 25	25 25	25 25		
N.	Z.F. Gear Box Control Oil Pressure			P 300 S 305	300 305	300 305	300 305		
O.	Funnel Exhaust Colour			SMOKEY GREY	LIGHT GREY CLEARING	LIGHT GREY	LIGHT GREY		



T.S. E8B

ITEM	DETAIL READING	READING				AUTHORITY/ REFERENCE
		DESIRED READ.	A	C	T U A L	
P.	Lub Oil Expended		NIL	NIL	NIL	
Q.	A.D.D. Expended/Hr/ Both Engines		39	39	39	
R.	Total A.D.D. Expended Engines and Generators during trial period		42	42	42	
S.	Time of trial from/to		0830	0900	0915	0930
T.	Lub Oil Temperature/Pressure		P 179 S 170 172 170	P 179 S 170 172 170	P 179 S 170 172 165	P 179 S 170 172 165
U.	Coolant Water Temperature Average		170	175	175	175
V.	Gear Box Temperature		P 130 S 130	P 130 S 130	P 130 S 130	P 130 S 130
W.	Exhaust Temperature Max- imum/Minimum		P 800 S 120 800	P 810 S 1100 810	P 810 S 1100 810	P 820 S 1100 800
X.	Boost Pressure		P 8 S 6	P 8 S 6	P 8 S 6.5	P 8 S 6.5
Y.	Rack Reading		P 8 S 8	P 8 S 8	P 8 S 8	P 8 S 8
Z.	Engine Protection Device Testing Date					

4 - 8d

RESTRICTED/CONFIDENTIAL WHEN FILLED IN



File Number

N 428	3	2661	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

RESTO
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\*NOTE: Please print all entries clearly.

## REGISTRATION

Title	HMMS ACUTE - REPORT OF PROCEEDINGS - <del>1977</del> 30 <sup>th</sup> JULY 1977 - 13 <sup>th</sup> AUGUST 1977		
Mark to	DCNS (Name or Designation)	Bldg A (Location)	
Cancel File No	and inform Movements Section.		
Close File No			
Cross reference this file with:			

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Posting	Precis	Initials
124-2 HMMS ACUTE.		

## NAME INDEX

Heading	Precis	Initials

## LOGGING

Originator	Originator's Reference	Date	Initials
NOCLWA. HMMS WEEUWIN	1/16/4	11/1/78	

Information Classifier	
 (Signature)	11/1/78 (Date)